

## LIBERTY OF THAW REALLY MEANS HE GOES TO ASYLUM

Freed Against His Wish  
on Habeas Corpus, He  
Faces Deportation.

## WILL HUSTLE HIM OUT OF VERMONT

While His Lawyers Hasten to  
Him, He Wires Encourage-  
ment to His Mother, and  
Rails Against Jerome and  
His Plans to Get Him  
to Matteawan.

## WOULD RATHER DIE THAN TO RETURN

Coaticook, Que., September 3.—Thaw had a nervous breakdown at midnight. When W. H. McKee visited him he cried out: "I wish it were true that I had been shot trying to escape last Sunday. It would be better if I were dead. An evil fate seems to pursue me. I would rather die than return to that hell hole, Matteawan."

McKee with difficulty quelled Thaw and persuaded him to try and get some sleep in preparation for the ordeal of tomorrow morning when he appears before the board of inquiry.

Coaticook, Que., September 3.—Harry K. Thaw to-night faces deportation by the Canadian immigration authorities to-morrow and immediate return to the Matteawan Asylum, from which he made his escape three weeks ago.

Thaw spent the night here in the immigration detention room, into which he was rushed after an automobile ride from the Sherbrooke Jail on the writ of habeas corpus, granted by Constable Jean Boudreau, of Coaticook.

The immigration authorities plan to deport Thaw to-morrow, taking him as far as Norton's Mills, Vt., the point at which he entered the Dominion. There the New York authorities plan to seize him, bundle him into an automobile, rush him across the New York line and have him back in Matteawan within forty-eight hours.

Captain John Lanyon, special attendant of the Matteawan Asylum, under the direction of William Travers Jerome, leader of the anti-Thaw forces, had half a dozen men waiting at Norton's Mills to seize Thaw the minute he crosses the border. Captain Lanyon carries a warrant for Thaw's arrest on a charge of conspiracy.

Declares Hell Fight.  
"The New York authorities are to railroad me back to Matteawan," hysterically exclaimed Thaw to-night. The famous prisoner seemed more nervous than ever before. When he received the correspondence Thaw was making ready to go before the board of inquiry, which he was convinced had ordered his deportation within twenty-four hours.

"I am but nine miles from the Vermont line," said Thaw, "and I shall make a fight, but I know Jerome plans to deport me without giving me a chance. It is not fair. It is not just. I do not believe that Canada will be a party to it."

Thaw's nervousness visibly increased when he was told that it is the plan of the New York authorities to rush him through Vermont without a stop.

Jerome believes he has arranged the matter adroitly, and that there is no possibility of an appeal by Thaw. Also he has been assured by the immigration authorities that they will not respect injunction from any court.

Thaw believes, however, that the whole complexion of the thing will be changed when his leading attorneys, A. K. Lafame, J. W. McKee and J. M. Greenfield, go into conference with M. Marschal, representative of the Minister of the Interior, and E. Blake Robertson, assistant superintendent of immigration.

Mr. Lafame is one of the best known criminal lawyers in Canada. He and Mr. Greenfield arrived at Coaticook late to-night, and while they would not announce their course of procedure, they were hopeful of getting the case into the courts, and making a test of the immigration law, under which it is planned to deport Thaw.

To-night Thaw read to the correspondents a telegram he had sent to his mother, Mrs. Mary Copley Thaw, at her home, Cresson, Pa. It read:

"Fortunately, Mr. Greenfield is on his way with Mr. Lafame. Government unquestionably will act as well as with Johnson. Canada will resent sending me to Vermont, as desired by New York agents, because United States government is not against us, and Canada, as a power, will not submit to dictation from New York representatives."

(Signed) "H. K. THAW."

"I take this hopeful tone in this letter so that my mother will not be troubled," added Thaw.

"She has been waiting to come to me, but I do not think the trip would be best for her, and for the present I shall fight the battle alone."

Return Means Matteawan.

Thaw made it evident that to him an enforced order of deportation would practically insure his return to Matteawan.

"If the public only knew conditions in that place, only knew what I have suffered, and what I shall have to suffer if I am returned there, they would not permit this monstrous wrong," he said bitterly.

Events moved with dramatic swiftness for the man from Matteawan to-day. He was brought before Justice Hutchinson, heard by the judge that practically meant his return to Matteawan, was arrested in the judge's chambers by the immigration inspectors, and heavily guarded by the Dominion police, he was hustled by automobile over twenty-two miles between Sherbrooke and Coaticook.

For twenty-four hours Justice Hutchinson.

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## REPORT CURRENCY BILL INTO HOUSE ON NEXT MONDAY

Republicans Defeated in  
Efforts to Have Others  
Before Committee.

## SENATE HEARINGS TO BE CONTINUED

Kansas City Banker Comes Out  
Strong for Administration  
Measure and "Decentraliza-  
tion of Power" Proposed  
at the Chicago Con-  
ference.

## WASHINGTON, September 3.—The

administration currency bill was under fire at both ends of the Capitol to-day. While representatives of the American Bankers' Association continued their criticism of the bill before the Senate currency committee, Republican members of the House committee made an ineffectual effort to have new hearings opened there.

The administration forces of the House committee defeated the plan for new hearings by a vote of 19 to 8. All of the Republicans supported a resolution offered by Representative Burke, of Pennsylvania (Republican), which asked that the Secretary of the Treasury, the Controller of the Currency and representatives of the American Bankers Association be heard.

Report to House on Monday.

The Burke resolution was defeated and the committee adopted one by Rep-

(Continued on Third Page.)

## SENATE MAJORITY SOLIDLY IN LINE

Rock Which Threatens Peaceful  
Passage of Tariff Bill  
Quickly Dissolves.

## TRUSTS ARE GIVEN RESPITE

But Promise Is Made That They  
Will Be Dealt With at  
Proper Time.

## WASHINGTON, September 3.—One

of the rocks which threatened the peaceful passage of the Underwood-Simmons tariff bill dissolved into thin air late to-day, when the Senate majority swung solidly into line behind its leaders to defeat an amendment designed to regulate trusts.

By a vote of 12 to 2 the Senate rejected a proposal by Senator Kenyon to put aluminum upon the free list. Senator Kenyon and those who joined him in supporting the amendment declared that the manufacture of aluminum in the United States was in the control of monopoly—the Aluminum Company of America. The vote was accepted as a prelude to action upon another amendment proposing to free the manufacturers of all commodities declared by the courts to be monopolies.

Time Not Yet Ripe.  
Chairman Simmons, of the Finance Committee, announced during the debate that it was not the purpose of the majority to legislate on the trust question at the present time. He agreed that the Baltimore platform declared against trust-made products, but said this was not the time for trust legislation. He said that Congress had spent the summer on the tariff and the fall on currency, and promised that when those matters were disposed of trust legislation would be taken up. He prophesied that winter would find the legislators still in session.

Senator Simmons spoke after a visit to the White House, and it was said that insurgent Democrats had been told that the President did not think it was the time for good Democratic legislation. He said that the Progressive Republicans, Senators Reed and Walsh, announced themselves in accord with a policy of trust regulation, but argued that many difficulties lay in the way of attempting such restrictions in a tariff measure.

The regular Republicans voted with the Democrats against the amendment.

(Continued on Fifth Page.)

## "F. F. V."

Who is an "F. F. V."?  
Who belongs to the First  
Families of Virginia?

This much discussed question will be answered in a series of articles written by the Genealogy Editor of The Times-Dispatch.

They lift the curtain.

The articles which begin next Sunday are full of interest for every one.

Order  
The Times-Dispatch  
Now!

Monroe 1

(Continued on Third Page.)

## OPTIMISM LEAVES AS HUERTA TAKES HIS NEW POSITION

Administration Admits  
Its Plans Are Based on  
His Elimination.

## FRIENDS SAY HE IS FORCED TO RUN

Question Not Considered Until  
United States Made It an Issue.  
Understood He Is Now  
Stronger in Military  
Way, and Pays Cash  
for Supplies.

## WASHINGTON, September 3.—Adminis-

tration officials declared late to-night that Nelson O'Shaughnessy, charge d'affaires of the American embassy at Mexico City, and John Lind, President Wilson's personal envoy, at Vera Cruz, were in frequent communication with officials of the Huerta government concerning a new basis for negotiations, through which it was hoped to bring about peace in Mexico.

A message from Mr. O'Shaughnessy reached President Wilson to-day, and while its contents were not disclosed, it was said to be indicative of important developments in the next few days. The new basis for the parleys, most of which are being carried on orally, contemplates certain questions as having been definitely disposed of. The Washington government considered that it has made itself quite clear, that it cannot under any circumstances re-

(Continued on Third Page.)

## TIDEWATER SWEEP BY TERRIFIC GALE

One Life Lost, While Property  
Damage Is Very  
Heavy.

## MANY VESSELS IN TROUBLE

Houses Unroofed, and Streets of  
Several Towns Filled  
With Debris.

## [Special to The Times-Dispatch.]

Old Point Comfort, Va., September 3.—Tidewater Virginia was swept to-day by one of the worst gales of recent years, and though only one life was lost, property damage was great. Eight men, three non-commissioned officers and five sailors of the crew of the battleship Nebraska, had narrow escapes when the launch in which they were coming ashore was swamped this morning. They were rescued, but this fact did not become known until to-night, when launches from the fleet were able to breast the storm and make a landing.

Another report was that the Old Dominion liner Mobjack was swamped off Back River, and great excitement was caused, but later it developed that the Mobjack was safe. She returned here to-night and reported a rough trip.

The only death was that of Neils Larsen, a sailor on the Norwegian steamer Leina, at Newport News. He jumped into an abandoned sailboat that was passing his steamer and carried a line, hoping to save the boat. However, the sea and high wind carried the boat away, and later swamped it. The sailor's body was washed ashore at Newport News late this evening.

Great damage was done property all over the Peninsula. At Old Point the roof of one of the buildings at Fort Monroe was blown off, entailing a loss of \$1,000. Trees were broken off both within and without the fort. A horse and wagon were caught at the height of the blow and hurled 100 feet, the wagon striking a tree and being demolished. The driver and horse escaped injury.

A whirlwind accompanied the storm, and this blew up a water spout in Hampton Roads 100 feet high. Fortunately no vessels were in the path of the water spout.

Several launches from the battleships in Hampton Roads were almost swamped, but all of the men on board were rescued by sailors from the battleships.

The breakwater at Buckroe Beach was partially washed away and the damage done there will total several hundred dollars.

At Hampton, houses were unroofed and trees twisted off, while a number of telegraph poles were blown down. The property loss there was small, but narrow escape when a falling pole struck in front of his automobile. He was unhurt, but the automobile was partially wrecked.

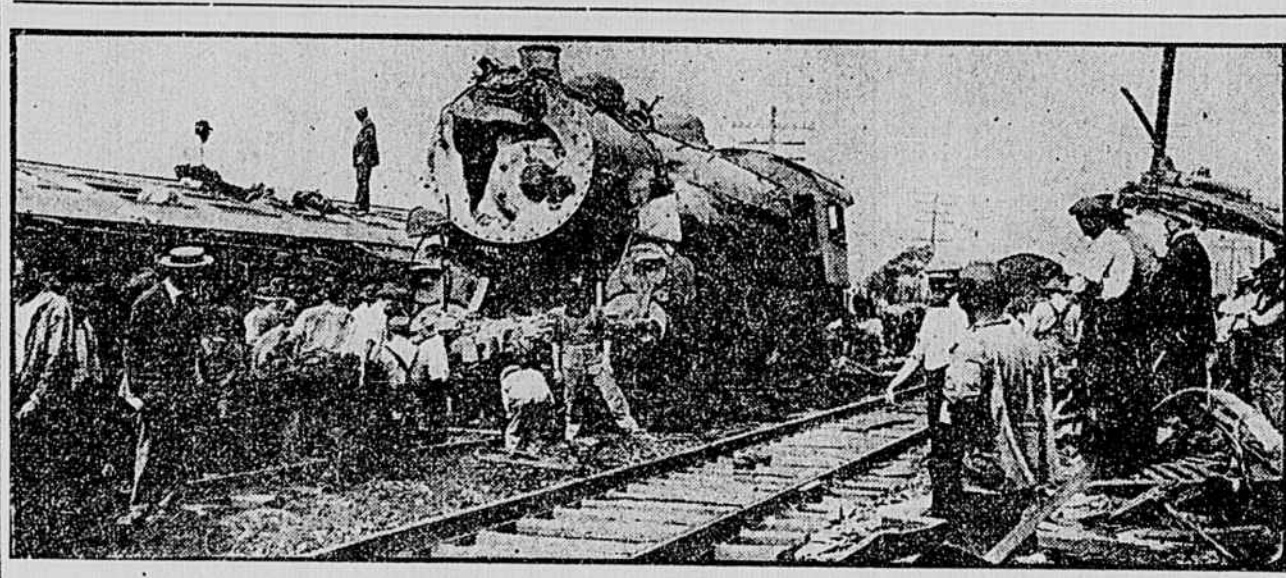
A house was blown from its foundation and a dozen poles on Ivy Avenue were blown down, while several houses in different parts of Newport News were unroofed.

Small boats on the beach suffered, being washed ashore and broken up. Big vessels in the harbor dragged anchor, but none of them came to grief.

While the storm has abated somewhat the storm warning was continued

(Continued on Second Page.)

## HOW THE NEW HAVEN SMASHES 'EM



Damaged Locomotive of White Mountain Express.



Splintered Remains of Last Car of the Bar Harbor Express

## BANK RECEIVERS FILE FIRST REPORT

Commonwealth Has Large Num-  
ber of Notes With Limited  
Indorsement.

## NAME TWO DEPOSITORIES

Receivers Select American Nat-  
ional and Richmond Trust  
and Savings Company.

## The Commonwealth Bank, according

to a report of its receivers filed yesterday in the Chancery Court, is the owner of a large number of notes which it has discounted for its customers. Some of these, the receivers report, are for fairly large amounts, but the majority are in comparatively small amounts, and made out and indorsed by persons of very limited means.

Among the makers of these notes, it is stated, are a large number who have deposits in the bank. In their report to the court yesterday, the receivers asked for a ruling on the right to set off the amount of such deposits against the notes. Judge Moncreu entered a vacation order yesterday ruling on this point as follows:

"The court instructs the receivers that such a set off where persons have balances to their credit on deposit with the defendant bank or its branches they shall allow a set off of the said balance against any obligation or discounted paper due by such depositors to the defendant bank, taking care in each case that the balance on deposit and the obligation is a case of mutual debt and credit."

The court approves the selection by the receivers of the American National Bank and the Richmond Trust and Savings Company as depositories, and approved the bonds executed by them with the United States Fidelity and Guaranty Company and the Fidelity and Deposit Company.

From many sources, the receivers report they have received requests for the return of notes and other papers left for collection. In cases where the receivers were satisfactorily convinced of the validity of such claims they were granted. In most cases, however, the receivers report, they have declined to make any delivery until further investigation should show that the collection of the notes demanded. Judge Moncreu, in his order, approves this procedure.

With regard to the disposition of sealed boxes and packages contained in the vaults of the Commonwealth Bank and bearing the names of individuals, the court directs that the receivers are not authorized to break the seal of any such packages, but that they shall be delivered to claimants upon satisfactory proof of ownership.

Disposal of \$3,500 Check.  
On August 27, the receivers report, the Commonwealth Bank purchased from the National State and City Bank a check for \$3,500, drawn by W. M. Hill, cashier of the American Exchange National Bank, New York, in favor of H. G. Proctor, trustee. The check was indorsed by H. G. Proctor, cashier, and sent for deposit to the Mechanics' and Metals' National Bank, New York, and Gordon assumed charge of their account. When the receivers, Lightfoot and I, they found a letter from September 1, in which the Commonwealth Bank was charged with the amount of the check.

The receivers had the check correctly indorsed, H. G. Proctor, trustee, and forwarded for collection on their account. In their report to the court they asked if the proceeds should be remitted to the Mechanics' and Metals' National Bank or be retained as part of the assets of the Commonwealth Bank. Judge Moncreu reserved his ruling on this point until he could take

Following the conference, Acting Secretary Breckinridge issued the following statement:

"I am very glad to say that the difficulty in the way of the annual football game has been eliminated through the generosity of the navy in yielding to the desire of the army to hold the game this year at the Polo Grounds in New York. For eleven out of thirteen years the teams have been playing at Franklin Field, in Philadelphia, which has necessitated a somewhat longer trip for the army team than for the navy team. But this is not the main reason for desiring any change at this time. The reason for the desire of the army to play the game at the Polo Grounds is the superior seating capacity and arrangement of the Polo Grounds for such a competition. Despite the fact that the navy will have to take three times as much of a trip this year to play the game, it has most generously conceded its willingness to yield its objections and play the game in New York."

Difficult Not Expected.

"Of course, the decision to play the game at the Polo Grounds is dependent upon obtaining a satisfactory arrangement from the management of that field, but it is not thought that there will be any difficulty about this matter."

"I am most heartily pleased that the cordial athletic relations of the army and navy are not to be discontinued even by the omission of a single annual game. Such generosity as the navy has displayed in the present negotiations is bound to create an even

## ARMY-NAVY CLASH ON POLO GROUNDS

Conference Ends in Agreement  
Through Generosity of  
Middies.

## STANDS SEAT 40,000 PEOPLE

About 15,000 Tickets Will Be  
Sold for Benefit of Widows' Fund.

## New York, September 3.—Officers of

the New York baseball club said to-day that elaborate arrangements had been made for the handling of the Army-Navy football game. These plans were completed some time ago, when it was thought possible to stage the game in New York.

Secretary John Foster said the plans included the remodeling of the polo grounds baseball stands into a typical football stadium, capable of holding approximately 40,000 persons. The New York baseball club will allot 25,000 seats to be equally divided between the two teams, with the privilege of purchasing several thousand additional seats if desired.

Something like 15,000 seats will be offered for sale by the New York Club, the proceeds to be given to the "Soldiers and Sailors' Widows and Orphans' Fund" after the necessary expenses of the game have been deducted.

The new gridiron field will be tested by several teams before the Army-Navy game.

Reach Agreement.  
Washington, D. C., September 3.—The football game between the West Point and Annapolis teams will be held this fall at the polo field in New York City, November 29 next, provided satisfactory arrangements can be made with the managers of those grounds.

A decision to that effect was reached to-day, as a result of a prolonged conference between Secretary Daniels, of the Navy Department, and Acting Secretary Breckinridge, of the War Department, and representatives of the athletic associations of the military and naval academies. Although not present, Secretary Garrison, of the War Department, who is in New York City to-day, indicated his strong personal desire that the game be held this year as usual.

Breckinridge's Statement.

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(Continued on Fifth Page.)

## CORNER TO HOLD SECRET INQUEST TO GET AT FACTS

Is Indorsed by State's  
Attorney and Appar-  
ently by Railroad.

## MANY FACTS ARE COMING TO LIGHT

Lack of Management and Crimi-  
nal Inefficiency Are Indicated.  
Death Special Carrying  
Bodies of Victims Leaves.  
Three Wounded  
May Die.

## FIFTY-SIX STEEL

CARS IN SERVICE

New Haven, Conn., September 3.—The astounding admission was made to-day by President Elliott that out of 2,288 passenger cars used by the New Haven road only fifty-six were of all steel construction.

Twenty-six of these cars are in service on the electric trains between Stamford and New York, Mr. Elliott said.

"The rest are in use on our other trains, but in addition to these there are sixty-nine steel under-frame Pullman cars in service," he added.

"How many steel cars have been ordered during the last year?" he was asked.

"One hundred and fifty, of which thirty-four have been delivered," replied Mr. Elliott, "during the past year we have ordered no additional wooden coaches."

New Haven, Conn., September 3.—The revised list of casualties in yesterday morning's wreck at New Haven, places the number of dead at twenty-one, all of whom have been identified, and the injured at thirty. Of the latter, it is feared that three may die.

The most important of the six inquiries will be that of the Interstate Commerce Commission, which will begin Friday morning. C. C. McChord, head of the Public Service Commission of that State, and he also took it up with the Interstate Commerce Commission.

In the connection it was said at the Interstate Commerce Commission to-day that the commission expects to make public in a day or two its report of the recent wreck at Tyrone, Pa., on the Pennsylvania Railroad, which will show that the passengers were not seriously hurt because the cars in the wreck were of steel, although the engineer of one of the trains was killed.

Interstate Commerce Commissioner McChord to-day declared that he expects to go to New Haven to personally direct the inquiry into yesterday's wreck as soon as the commission's investigators have completed their work.

"We will have a public hearing," Mr. McChord said, "and every bit of information will be given to the newspapers, too."

"We cannot make the railroads act," Commissioner McChord said. "The newspapers, with their moral suasion, can do more for the greatest help."

Mr. McChord said that some roads are now providing their lines with automatic brake devices. The Chicago and Eastern Illinois, he said, now has 115 miles of line with such devices, that absolutely prevents one train from getting to another, under favorable weather conditions. It has been in operation seven months, and what its effect is, bad, changeable weather will be has not yet been determined.

Hears Secrecy Is Being Used.

Information reached Commissioner McChord to-day that efforts are being made by New Haven Railroad officials to conduct the investigation of yesterday's wreck in secret. He immediately telegraphed to Chief Inspector W. H. Belknap, who is on the scene for the commission, as follows:

"Have men at all meetings of corner or railroad regarding wreck, to get what is said and done. Our reports indicate secret investigations are being held."

Mr. McChord yesterday wired to Mr. Woodward, the general manager of the New Haven Railroad, directing that no parts of the wrecked train may be due destroyed, and he had a reply from Mr. Woodward, saying that his telegram would be given attention. The commission ordered this because at the time of the last wreck on the New Haven Railroad, at Stamford, in June, parts of the wrecked cars were burned and destroyed before the commerce commission inspectors had seen them.

Notwithstanding yesterday's request by Mr. McChord news dispatches to-day report that the wrecked cars near New Haven were burned last night.

Mr. McChord did not wish to com-

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## Getting Good Help

As a woman and a house-  
keeper, are you abreast of the  
times, and are you using every  
opportunity to make your man-  
agement of household affairs  
more efficient?

If you are, then you know the  
value of the Want Ads to you as  
a means of exchanging for dis-  
carded furniture, as a means to  
reach good domestic help, as a  
method by which you can secure  
the best cook, the best waitress  
and the best nursemaid.

If you haven't the best of do-  
mestic help, you have not used  
the Want Ads to advantage.

Call Up  
The Times-Dispatch  
Monroe 1

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## Getting Some Light.

There comes to the hands of the Interstate Commerce Commission officials, who mean to make a real investigation, a story, which, when it is run down and corroborated by the train hands who are under the control of Coroner Mix just at present, with public access refused to them, will, in all probability let in much additional light. This story is to the effect that for some reason not yet explained, the Bar Harbor Express, instead of being stopped within the banjo block signal, was stopped or moved after a previous stop just outside the block, thereby placing it in the greatest peril.

The time sheet of trains passing Wallingford Station Tuesday morning shows that first division train No. 95 was running only eight minutes behind second division train No. 91, which was telescoped.

Flagman's Statement.

According to Flagman Murray's own statement, he went back less than 450 feet to flag the on-rushing White